AMERICAN COMMERCE.

ELWELL, SPOFFORD, AND OTHERS. The Special Congress Committee on the Decay of American Commerce concluded its session in New-York on Saturday. The first gentleman examined was

York on Saturday. The first gentleman examined was Mr. A. A. Low. He said:

I have always been in favor of projecting American interests. Architects, builders, mechanics, and sailors advance the interests of the country generally in that direction. Most of our laws are framed with a view to protect our various industries, but the laws which generally protect our interests been pretty heavy upon this special interest. They are really a burden upon our shipping interest. By the Chairman—We would like to have you give your views on the causes that have operated to produce this effect upon our commerce. We have high prices of labor and material which enter into the construction of a ship, and we have a depreciated currency. We have the increased cost of the ship in the first instance and also the increased cost of sailing the ship after she is built. I think the American shipping interest had suffered before the war. The California trade had caused the building of high-priced ships, and in large numbers, and the traffic in that direction soon proved unremunerative. The war came on, and the privateers burned our vessels. Insurance could not be obtained, and these combined drove our commerce from the ocean. My own belief is that the policy of England in subsidizing lines of steamers to various ports of the world, has given her a pestige almost insuperable. All the machinery which is requisite to the construction of ships, it seems as though it takes our mechanics a long time to be in a condition to compete with England. We have just now one important steam line, and its property has been greatly injured since the construction of ships, it seems as though it takes our mechanics a long time to be in a condition to compete with England. We have just now one important steam line, and its property has been greatly injured since the construction of the Pacific Road. We have given \$6,000,000 to a railroad together with lands, and, out of all support from the Pacific Mail lines, I suppose we have suffered an injury of six or nation of large supplies; they have manufactories in abundance to supply the distant markets; their colonial policy is excellent, and all their laws are in the interests commerce. Our opportunities here for the employment of commerce are so great that our Legislature has not given them that advantage. I think they have acted wisely in subsidizing their lines. It is easier to tell the causes of the depression than to find the remedy. If subsidies could be given to ocean from steamers, it would be an offset to the extra cost of building them. My own impression has been that large subsidies should be given. These subsidies, while they cost the Government largely in the beginning, cost nothing in the end. It is only a nominal outlay. We cannot build wooden steamers because from has taken the place of them. The screw steamer has taken the place of them. The screw steamer has taken the place of the side-wheel, and a wooden steamer cannot stand the action of the ocean on the screw. I see Mr. Webb and others express great confidence in our workmen. They work a short time, and then become demoralized. We have skillful workmen, but that we can command better I do not believe. The ships they send here are excellent in model and workmanship. It seems say though the English had attained to the utmost excellence, and it seems foolish to say we can excel them. Their ships are models of excellence, and any one who has made a passage across the Atlantic in one of them will be satisfied with their stability and speed. They have adhered to the policy of sustaining their ocean. Ilnes by paying subsidies. I believe it has been a deliberate but pose on the part of the English to buy larger subsidies, and they have never shrunk from making them large enough to sustain them. They have alhered to the policy of sustaining their ocean. By one of the Committee—From your experience and knowledge of steamers, do the English to buy larger subsidies than necessary, so as to drive us from the ocean. By one of the Committee—Prow your experience

the same encouragement as the foreign builder and owner, or in other words, if our Government should allow a drawback on the ships built here, our commerce would revive? There are many things in the way of the resteration of our commerce, and one thing is our currency. The English have the superiority in their facilities for constructing vessels. We have the mild to do it, and experience and national pride. By a member of the Committee—You speak of the currency, Mr. Low; could you compete with them on a gold basis? Reduce gold to currency, and we would have the same remuneration that we have. Labor is out of proportion to the difference between gold and currency. We are threatered by England through the Suez Canal. Already they are making inquiries as to England through the Suez Canal. Already they are making inquiries as to England through the Suez Canal. Already they are making inquiries as to England through the Suez Canal. Already they are making inquiries as to England through the Suez Canal. Already they are making inquiries as to England through the Suez Canal. Already they are making inquiries as to England through the Suez Canal. Already they are making inquiries as to England through the Suez Canal. Already they are making inquiries as to England through the Suez Canal. Already they are making inquiries as to England through the Suez Canal. Already they are making inquiries as to England through the Suez Canal. Already they are making inquiries as to England through the Suez Canal. Already they are said under the American flag should be allowed by Mr. Nesmith, whatever vessel sails under the American flag should be allowed in the coast trade.

Mr. William Whitlock was next called. He favored the relief of the ship-building interest by a drawback, or in their words, a remission of the duty on ship-builders materials. He was followed by Mr. Nesmith, who exhibited a proposal he had received from a Glasgow builder, to be supplied by the English if the duty on materials was abated. Late and the support of

commerce. Still. I think, it would be better to resort to England for steamers than to be wholly driven from the sea. By one of the Committees—What effect do you think it would have on our navigation interests to abrogate our laws, and go abroad and buy our vessels! It seems to me that the English can build much more cheaply than we can. We are pursuing a course in regard to our commerce that is howfile to it. We are protecting all their interests at the expense of our own. By one of the Committee—Would the effect of purchasing our ships abroad make them foreign in the character to a considerable extent! I think that the hope of reviving that industry among ourselves should impel us to buy them abroad. By a member of the Committee—Would not the interest of ownership on the other side make them foreign to a great extent, that is, would they not be finally brought much under the control of foregners! Americans buying ships abroad and putting them under the Americans flag would have men enough to man them, and I do not know why there should be any tendency to employ other than Americans. Our ship-musters and men have generally been Americans. We have many men idle who would be glad to obtain employment at small compensation.

Mr. R. Poillon, of the firm of C. & R. Poillon, South-st., was the next gentleman called. He expressed his views as follows: I find my views very fully expressed in the evidence taken yesterday. Mr. Stimer's views fully expressed my own. It is my impression that the Shipowners' Association, 41 are foreigners and run foreign vessels, and are not identified with the American shipowners. Of the remainder, most of them are finterested in the consignment of foreign reseals. I therefore consider that the views expressed by this association are not a fair exponent of the views of the shipowners of New-York and of this country. Many of our most respectable shipowners have no connection with this association, and are seriously opposed to the repeal of our navigation laws. I think all that the shipbuil

drawn the subsidies. My impression is that there is a bonded-warehouse system in France as well as in England.

Mr. Geo. Opdyke, ex-Mayor of New-York, and Vice-President of the Chamber of Commerce, was called next, and expressed his views as follows: My reflections on the subject of the depression of the shipping interests have led me to the conclusion that the depression is due to three causes: First, by the substitution of from and steel vessels, the English can build vessels of free much cheaper than we can. They have from at a low cost, cheap labor, and experience in building. They have an advantage in their machinery, which can be built cheaper and they have cheap labor to run their vessels after they are built. Secondly, the high duty charged on such materials as enter into the construction of ships in this country. Ships built here are without the protection that they receive in other countries. Thirdly, the premium on specie. While the premium ranges at 40 per cent. Everything is about 75 per cent higher than under the old currency. The difference existing aboce the war on account of withdrawing as a currency has lessened the demand for precious metals so that it has not been equal to the supply. The American snip-ballder has, therefore, to pay a difference of 75 per cent, over the foreur ship-builder. I think it will be very many years belink in Europe. As long as protection is the policy in this country we cannot expectituen to make an exception in this regard. If we should adopt the policy of free trade, ship-building would increase. Subsidizing is another remedy, while it am opposed to say. I am opposed to tall together, but from the present cripped condition of our commerce we dealre to regain the position that we once held, and I believe that it would be judicious for the Government in proper cases where lines are established between his and other important countries, to meet Great Britain with her own weapons. I would be in favor of the

struction of a ship, first, and afterward the repeal of the navigation laws. We cannot allow of their ships coming here and trading in our ports exempt from charges unless we are allowed to do it in their ports.

By one of the Committee—What effect would taking the rebate of the tax external and internal on the material entering into the construction of ships, free trade in ships built abroad, and giving the ships built in America the preference of our domestic trade, produce upon our commerce ! I take it that it would give us the supremacy of the seas. Our people have more aptitude for commerce than any people in the world, and all they want is fair competition to give us the supremacy of the sea. By a member of the Committee—What effect would these measures have on our ship-building! In my opinion, there are no means of protecting the ship-building, except by the only way that the Government can interfere, and that is by giving a bounty. The exemption of the materials from duty would not at present be sufficient, on account of their superiority in building iron vessels and machinery, the cheapness of labor there, and the marked difference between our currency. The rebate on the materials entering into the construction of a vessel simply places our builder on a par with the English builder. Although I do not know, I suppose that countries that allow foreign vessels to enter into their trade also allow them to enter into their caost trade. I think it would be injurious to American ship-building if we should admit foreign-build vessels to our registration. I suppose that our domestic trade is about three-quarters of our entire trade at present.

Mr. Howland of the firm of Howland & Frothingham,

Mr. Hovland of the firm of Howland & Frothingham, Wall-st, was called next. He thought it would be some time before we should be able to cope with Great Britain in the building of fron ships.

By one of the Committee—What advantages has an fron ship over a wooden ship, that has given Great Britain an advantage over us?

An iron ship carries her cargo much better; there is very little wear and tear. I think there will be something invented that will prevent the fouling of the something invented that will prevent the fouling of the something invented that will prevent the fouling of the something invented that will prevent the fouling of the something invented that will prevent the fouling of the something invented that will prevent the fouling of the something invented that we do. I think it to goesible for us to compete that we do. I think it to possible for us to compete with them under our present laws. So long as the sailor landlord has possession of our ships, we cannot do anything. We could compete with English ship builders after a few years if we had a drawhack. There is no other difficulty we have to contend with. The shipping interest at present is about the poorest interest there is. By one of the Committee—Would you be in favor of very of throwing of all restrictions and the ship of the hubbling of our carrying true could not compete with the building of our carrying true could not compete with the building of our carrying true could not compete with the coast trade, that has saved the coasting trade for the last four or five years, I think. It is the coast trade, that has saved the coasting trade for the last four or five years, I think. It would increase competition in foreign trade, if we should allow them to register here, aithough they did not participate in the coastirate. By one of the Committee—Is it necessary to have skilled workmen in the construction of ships, or can they be in the last of the ships will be ships of the high, or can they be in the last of the ships will be ships on their h

advices he had received from calcute advices he had received from they adjourn, request the ship-owners and underwriters of New-York to give, in writing, their views upon the question before the Committee. He had called upon many of the underwriters who, though unable to attend the meetings of the Committee, were quite willing to express their views in writing. He had been surprised to find so little knowledge among ship-owners of the presence of the Committee, on their return from Boston, would hold another session, many more prominent ship-owners would sppear before them, and also that the written testimony promised would be ready by that time. The Chairman thought Mr. Webb's suggestion a good one, and said he would be glad to see it carried out. On motion of Prosper M. Wetmore, a vote of thanks was given to the Committee for the thorough and engightened manner in which they had conducted their inquiries. The Chairman made a suitable reply, thanking those who had given testimony for their many valuable suggestions. The Committee then adjourned to meet in Boston on Monday next, where they will pursue their investigation. It is possible that on their return here they will hold another session.

THE COURTS.

SUIT AGAINST AN INSURANCE COMPANY. Assistant U. S. District Attorney Emerson has taken the initiatory steps to institute a suit in the U.S. District Court for the Southern District of New-York, to recover penalties from Westchester County Mutual Insurance Company, for alleged violations of the internal revenue laws, in omitting to cancel internal revenue stamps affixed by them to their policies. Twenty-one policies have thus far been discovered, on which the stamps are uncanceled. The penalty for the omission is \$50 for each stamp. The trial will take place at an early date.

ALLEGED DEALER IN COUNTERFEIT TOBACCO STAMPS. Volney Wright was brought before Commissioner Osborn on Saturday charged with dealing in coun terfeit tobacco stamps. A quantity of these stamps sufficient to stamp 38,000 pounds of tobacco, and which, if genuine, would have been worth about \$12,000, were found in the possession of the accused. He was held for an examination in default of \$8,000 bail.

PETITIONS AND DISCHARGES IN BANKRUPTCY. During the week ending on Saturday, voluntary petitions in bankruptcy were filed by Franklin M. Sprague, Henry H. Dexter, Albert Elsasser, Louis Elsas ser, and Herman Warms; and discharges in bankruptey were received by John C. Anderson, James R. Jackson, John J. Bragg, George M. Musen, and Richard France,

In the Surrogate's Court of Kings County, last week, letters of guardianship of Susanna Travors and John Travors were granted to Elijah D. Murphy; of Catharine Burns and Alicia Burns, to Patrick Donahue; of Isaac B. Post, Elizabeth Post, Isabella Post, and Charles E. Post, to Isaac Post, their father; of Francis Zeller, to John Berges, sr.; of Charles C. Conant and Fred K. Conant, to John W. Harway; Florence Carill and Julia Caril, to Henry W. Eastman; of Ellen M. Loughlin, to George Hudson, all of the city of Brooklyn.

In the Surrogate's Court of this county the

to George Hudson, all of the city of Brooklyn.

In the Surrogate's Court of this county, the Hon. Gideon J. Tucker, Surrogate, granted letters of administration hast week on the estates of Eliza Breanshan, Otto Endebeyer, Frederick C. Hudesman, Susan Hyman, Rachel Mailard, Robert O'Keefe, Daniel C. D. Veder, Mary Jane Wilson, William West, John Lennon, Thomas Alleot, Isaac V. Fowler, Sarah Van Kuren, Francis Dayton. Rebecca Johnaken Stanhope Prevost, Herman Laneker, Mary Mulvehill, David Mooney, Henry Rohrs, Laughlin Phryle, James Barclay, Thomas Mooney, John Corbet, Ellen McManus, Alexander Miller, Geo. Bishop, Mary Gerstetter, Margaret O'Connor, John H. Aldrich, Johann Hammond, George H. Millington, Caroline R. Macy.

COURT CALENDARS—TRIS DAY.

OYER AND TERMINER AND SUPREME COURT—CIRCUIT—PART I.—Nos. 1833, 1835, 1335, 1431, 1431, 1731, 1921, 1923, 1925,
1929, 881, 1197, 1930, 1833, 1837, 1939, 1941, 1943, 1943, 1943,
SUPREME COURT—CIRCUIT—PABT II.—Nos. 862,
722, 526, 340, 1622, 1405, 1534, 1528, 1536, 1544, 748, 1486, 1546, 1566, 160, 484, 880, 1120, 1194,
SUPREME COURT—SPECIAL TERM.—Demuirers.—
Nos. 39, 49, Law and Fact—Nos. 184, 274, 135, 142, 143, 211, 222,
224, 235, 236, 237, 238, 239, 244, 242, 243, 246, 247, 248,
SUPREME COURT—CHANDERS.—Third. SUPREME COURT-CHAMBERS.-Third Mouday Cal-SUPERIOR COURT — TRIAL TERM — PART I.—Nos. 15 1025, 1131, 1047, 983, 1636, 1755, 1167, 1096, 1711, 231, 1777, 1147, SUPERIOR COURT-TRIAL TERM-PART II.—Nos. 854, 1062, 1228, 1094, 1100, 1166, 1232, 1062, 730, 1142, 1008, 1204, 1264, 1266, 1268 1260, 1263.

MARINE COURT—TRIAL TEHM.—Part I.—Nos. 3395, 2970, 2023, 3926, 3081, 3084, 3043, 3979, 3017, 2050, 3067, 2051, 3062, 2052, FART II.—Nos. 3692, 2053, 3727, 3730, 3394, 3949, 2041, 3042, 2943, 3044, 3045, 3046, 3047, 3098, 2048.

COURT OF GENERAL SESSIONS.—Stephen Fitz Simman and Jone Heggety, robbery, Jaha Harisoo, ic, forgery, Joseph

NEWS PACKAGES FOR THE PRESS. Captains and pursers of reasols arriving as this port are requested to lediere packages addressed to the New-York Associated Press only to itersons exhibiting the written authority of J. W. Simonton. General trees. News packages for the Journal of Commerce, Times, Tainuva, Forld, Sam. Express, Evening Post, Commercial Advertion, Stanis Criting, and New-Yorker Demokrat should any be delivered only to be same persons.

SHIPPING INTELLIGENCE. PORT OF NEW-YORKOctober 18.

Tampico; Fred Reed, Pendleton, Boston.

Sloop—Horace L, Hawea, Stamford.

Steamship Tentonia, Barenda, Hamburg Oct 2, mdse, and pass.
Steamship Franconia, Brage Portland, mdse, and pass.
Steamship Franconia, Brage Portland, mdse, and pass.
Steamship Streamship Str

Nellie Bloomers, Samort.

Busan, Northport.

Busan, Northport.

Jas. H. Gallagber, Portland, Ct.

Jas. Nelison, Elizabethport.

Union, Rondout.

Agnes, Elizabethport.

Thames, Elizabethport.

L. W. Birisall, Newburgh.

Nellie Sounce, South Ambor.

Wm. Perry, Stamford.
F. Brady, New-Haven.
Islota, Albany.
St. John, Klizabethport.
Pladem, Klizabethport.

Steamship Acushnet, Rector, New-Beiford, indee, and page.

Rebecca, Georgetows, D. C.
Ana Manson, Virginia.

B. A. Dennieg, Portland, Ct.

Kasez, Milliridge.
Empire, Providence.
J. M. Freeman, Providence.
D. M. Freeman, Providence.
P. F. Randolph, Providence.
P. J. Randolph, Providence.
Randolph, Rand G. P. Taylor, Virginia.
Jacob Raynor, Cape Bath.
W. W. Brahard, Portland,
E. M. Smild, New Bedford,
Sophie Ann, Providence,
Roanoke, Norwitch,
Jos. E. Potts, New Haven,
Ids., Tauston,
Sarah Blake, Dighten,
Joan W. Beil, Teunton,
John W. Beil, Teunton,
Old Zack, New Haven,
Wadchful, Providence,
John Hickey, New Haren,
Osseo, Portamouth, Heln Peck, Providence. Catherine, Bangor, inmber. Irs Blies, Providence. Mary E. Rock well, Providence. Ida May, Bridgeport. Paicon, Black Rock. Albert Thomas, Nantucket. V. E. Nash, New Haven. S. A. Falconer, Providence. Osseo, Portamonth.
Jos. Bayles, Providence.
C. C. Crammer, Providence.
L. D. Jarrard, Bridgeport.
Alfred Chase, Norwitch.
Ware, Stamford.
Kosanth, Portland, Inmber.
Elia J. Raynor, Providence.
PORTS.

S. A. Falcoust, Providence.

DOMESTIC PORTS.

Bostow, Oct. 16.—Arrived, steamably Naptune, from New-York; bark Daniel Websier, from Maiaga; Harrason Lieb, from Jamaica; brig Mary, from Maiaga; schr. E. B. Wiesatos, from Newbern.

Holzene's Hola, Oct. 16.—Arrived, schr. Darius Biddy, from New-York for Banger.

Fontmass Mornon, Va., Oct. 16.—Passed in for Baltimore, bark Manitou, for Matanas; brigs Homance, from Navasas; Ada Carter, from Havana. Salled, bark Maria Scammel, from Callao for Boston.

FOREIGN PORTS.

GURRISTOWN, Oct. 16.—The steamship Cuba from New-Tork, arrived at this port at 10 o clock this morning, on her way to Liverpool.

Southaspron, Oct. 16.—The steamship Westphalis, from New-Tork, arrived at this port at 5¢ a. m. to-day.

Bort-Wardens' Hotice.

Pont-Wanders' Orsica, No. 21 William et. }

NOTICE is hereby given, in accordance with Section 4 of the Act passed April 14, 1857, estitled "An Act to Recognize the Wardens' Office of the Port of New York," to all persons interested in, or having charge of the subject matter of such inquiry, examination or survey, that the following ressels are now under attaining-

Stramship Lett
Steamship Albemarie
Steamship Hausa
Steamship Mary M. Roberts
Steamship Mary R. Simmons
Dieamanip stary in Stmmone
Steamship TripoliJersey City.
Steamship James Adger 5 N. R.
Steamship Atalanta 3 N. R.
Bark R. Caruana
Bark Uller Harbeck's.
Dark Cher.
Bark Frances Archer's.
Brig Bogota
Brig Nalad
Sehr. Wm. A. Nail
Schr. H. Thompson
Bear, H. Indispada
Schr. Aifred Richards Ubloo.
Schr. Alfred Richards
J. App's Herrinan, Secretary.

Aron und Steel Mannfactures of Bennspibania: CAMBRIA IRON COMPANY, JOHNSTOWN, PENN.,

1,500 TUNS PER WEEK

RAILROAD BARS,

IRON,
AND OF ANY REQUIRED WEIGHT OR PATTERN.
Mesufacturing all our from the Ore, and doing all Machine Werk
and Repairs in our own Shops, we are enabled to produce
RAILS OF A UNIFORM QUALITY,
AND AT THE LOWEST MARKET RATES.

No. 400 CHESTNUT-ST., Room No. 3, Second Story. PHENIX IRON COMPANY, No. 410 Walnut-

at, Philadelphia, Manufacturers of
WRQUGHT IRON ROOF TRUSSES,
PATENT WRQUGHT IRON COLUMNS
For Top-Chords or Poets of Bridges, Piers, Public Buildings, Gas-Holders,
ke.
PATENT LINKS,
For Beltons-Cherds of Bridges, of any size or length, made by bydraulic
pressure, without welding. WROUGHT IRON BRAMS, GIRONERS
and JOISTS, and all kinds of Iron Framing used in the construction of
Pire-Proof En., sings. DECK BRAMS, CHANNEL BANS, ANGLE, and
TBARS. "FHGNIX BEST" EFFINED BAR IRON. Sub, Ladder,
Hand Rail, and Purlin Iron. Hallroad Iron and Street Rails.
DOUBLE LIP WROUGHT IRON RAILE, OAD CHAIRS,
Made to fit any Section of Rail.
NEW PATENT SUSPENSION RAIL JOINT. Drawings, Specifications, and Pattern Sheets furnished on application. Address
SAMUEL J. REEVES, Vice-President.

SPRINGS AND STEEL. OIL TEMPERED CAST STEEL ELLIPTIC SIDE SPRINGS.

SPRING STEEL,
BLISTER STEEL,
TIRE STEEL,
TOE STEEL,
SLEIGH STEEL, FROM SWEDISH STOCK. PLOW STREL.

Cast Steel for Shovels, Spedes, Saws, and Hoes.

Sical Plaw Wings and Cultivator Teeth; Shovel and Strap Iras

WM. & HARVEY ROWLAND, No. 948 BRACH-ST., Established Steel making, 1842.

Co farmers and Others.

NAVASSA GUANO. A reliable source of BONE PHOSPHATE OF LIME. REAL ESTATE.

NEW-YORK, Saturday, Oct. 16, 1869. A larger quantity of suburban property has been disposed of at auction this week than any previous one of the season. The total number of pieces of unimproved property is 786. The sales have all been well attended, and, as a general rule, successful. The following are the announcements for the coming week:

WESTCHESIER COUNTY .- Thursday, James M. Miller. WESTCHESIER COUNTY.—Thursday, James M. Miner, Auctioneer, Oloff Park, adjoining Jerome Park, Ford-flym, 300 large plots. This property embraces over 100 acres. It has been in the Van Cortlandt family for 200 years, and takes its name from Oloff, the first of the Van C.'s who ever put foot on the shores of Manhattan. The lots are finely situated about half a mile from the city limits, and command beautiful and extensive views. By the terms of sale, 60 per cent may remain on bond and mortgage.... Wednesday, Johnson & Miller, auctioneers, 200 acres at Boscobel, Cruger's Station, 35 miles from the city by the Hudson River Railroad. This property has been laid out by a landscape gardener, the plots ranging in size from one to three acres.

New-Jersey.—Monday, Johnson & Miller, adjointed sale of 200 lots at Six Roads, Rahway....Tuesday, A. D. Mellick, jr. & Bro., 200 villa plots at Clinton-place, Newark; also, at same place, the residence of James Demarest, esq., by whose order the Clinton-place lots are sold... Wednesday, A. D. Mellick, jr., & Bro., 150 villa sites at Madison, by order of the Madison Land Association. "Madison is well worth a visit to those who enjoy a walk through the streets of a handsome and well cared for suburban village... Thursday, A. D. Mellick, jr., & Bro., closing-out sale of 100 villa sites, Soxioo, at Piainfield, situated on Pemberton, Central, Lane and Fieldaves., and being a part of the W. B. T. Lane homestead.

PROPERTY SOLD BY AUCTION.
(Week ending Oct. 16, 1869.)
IMPROVED PROPERTY.
Location. 6 39,135 Total, Improved Total, Improved.

ENIMPROVED PROPERTY.
Thursday, 14th, New-Jork.
Mooday, 11th, New-Jersey.
Tucsday, 12th, New-Jersey.
Thursday, 12th, New-Jersey.
Tucsday, 12th, Queens County... 6141,169 Total, Unimproved ... Total for the week \$180 294 We extract from The Traveller the following in relation

to the real estate recently purchased in the City of Boston by the Boston, Hartford and Erie Railroad Company:

The recent purchases by the Boston, Hartford and Erie Railroad Company, of land in this city, are not only gigantic, but such as must be of immense importance to the city, as well as to that road. First, was the purchase of eighty acres of Commonwealth land, which are soon to be large storehouses and important business streets. This is inevitable, from the increasing tendency of commercial business to that portion of the city, where both extended wharfage and unequaled rail facilities combine to give success to business enterprise. Indeed, it is believed that no other sale of Commonwealth land has yet been made which will more speedily and largely increase the taxable property and commercial importance of Boston, while its importance to the Hartford and Erie Road can hardly be over-estimated. When these lands are properly filled and thrown into the market, as they will be at an early day, the legitimate income from them will be well nigh enough at a moderate estimate to pay the entire mortgage debt of the Company. Then the more recent purchase of the two estates adjacent to the Company's depot at the foot of Summer-st., by which has been secured a street frontage of some 500 feet and a depth of about 500 feet, not only terminates a long-pending legal controversy, but insures a most important and permanent improvement in that locality, and secures to the Company all the space requisite for first class depot accommodations in the business heart of the city for the largest amount of business. Nor are these purchases all It will not be many months before the Hartford and Erie road will be completed through to the Hudson River. Then it must inevitably be the leading business road whose terminus is in this city. Not only will it bring into immediate connection with this market the confields whose terminus is in this city. Not only will it bring into immediate connection with this market the confields when h to the real estate recently purchased in the City of Boston by the Boston, Hartford and Eric Railroad Company

All who have real estate for sale or to let, and those desiring to purchase or rent such property will find it to their interest to advertise in THE TRIBUNE. Its aggregate circulation exceeds that of any other newspaper, and in addition to this advantage THE TRIBUNE will be found, not only in New-York and all its cities and villages, but in every State and Territory throughout the Union. The advertisement should be as brief as will allow of the advantages claimed, being made clear to the reader. We would especially dwell on the fact that the subscribers for the three editions of THE TRIBUNE, Daily, Semi Weekly, and Weekly, comprise individuals in every business profession; consequently advertisements in each are read by all classes. THE TRIBUNE devotes especial attention to reports of sales of real estate both in city and country, thus adding greatly to the value of its columns as an advertising medium. The charges for advertising are as follows: DAILT TRIBUNE, 25 cents per line for each insertion WEEKLY TRIBUNE, \$2 per line: Sami-WEEKLY TRIBUNE, 28 cents per line. About ten words of our wide columns average a line. Terms, cash in advance,

City Real Estate for Sale.

AN EXTRAORDINARY CHANCE.—A firstclass, high stoop, brown-stone front, 317 West Pithy-Srat-st., west
of Righth-are, built by McKinley, finished in best manner, and furnished
in good style. Carpets furnished by Hratt frariture, by Phelpa, Jewist
& Co.; gas fatures, &c., by Haughwont, mirrors, by Whittemore, &c.,
&c. Price \$33,000 (\$20.000 may remain.) which includes verything,
excepting family fibrary, pictures, silver and bedding. Possession any
time.

RANDELL, 534 Righth-ave.

A BLOCK OF GROUND on Seventy-sixth-st, with East River water front, for SALE in single lots and plots at reasonable prices and on very easy terms (installments it desired); good location and neighborhood; refirred against missures, THOMAS SCANLIN, Sixty-minth-st., near First-ave. FOR SALE—The handsome new four-story, bigh-stoop brown-stone HOUSE, north-west corner of East Pfilieth-st and Beckman-place, Evisoria. Has all improvements, and is well and carefully built. Also four adjoining HOUSES on Beckman-place, same size. Style first-class and location very desirable. Inquire-

FOR SALE—On the corner of a wide street, on Madison-ava. Murray Hill, an elegant HOUSE and Furniture, very suitable for a bachelor who wishes to live fuxuriously and entertain in a styliab manner. House is most conveniently arranged; rooms en suite on all the floors; vestilation and waterworks complete and unusual. There is hardly such a bachelor's establishment to be found on the island. House coutains If rooms, one of which is a large billiard-room. "Tis equally desirable for any family. Price as it stands, \$66,000, Apply to (1,557). HOMER MORGAN, 2 Pine st. FOR SALE—A first-class brown-stone front HOUSE, four stories, basement, and cellar, No. 10 West Forty-fifther, Inquire on the premises. FOR SALE-On Fifth-ave., between Forty-

Fifth and Forty-shith etc., two first-class new HOUSES. Also, on Fifth are.—Marray Hill—an extra wide first-class HOUSE. For prices and particulars apply to (1579) (1970)

OUSES in NEW-YORK and BROOKLYN from \$5,000 to \$75,000; Lots at corresponding rates; beautiful Country Seats, Lots, and Farms, at Finshing, Glen Cove, Jamaics, North Iaile, Southold, Jersey City, Bergen, Lafayette, Morristown, &c., houses, lots, and farms, wanted for sale or exchange to supply calls.

SIRGEL, BACHE & Co., 171 Broadway. ARGE CORNER LOT ON BROADWAY

A FOR SALE.—For Sale, with possession May 1, 1876, the property No. 601 Breadest, north-west corner of Walker-st and Broadest, lot 22:102. Apply to HOMER MORGAN, No. 2 Pinest. (1963.)

FRED'K SYLVESTER,

REAL ESTATE BROKER AND AGENT, 208 SOUTH FOURTH-ST., PHILADELPHIA.

Brooklyn Senl Estate for Sule.

BROWN-STONE HOUSES in all parts of Brooklyn at prices ranging from \$11,000 to \$20,000.

M. A. RULAND & Co., 5 Beekman-at., N. Y.

FOR SALE in Brooklyn, No. 51 Fort Greenoplace, a small three-story and hasement brick ROUSE, in perfect
order; has all the improvements; at a low price. Inquire of DAVENPORT & REEVE, No. 4 Green-ave. FOR SALE—In Brooklyn, only three blocks from Washington Park, a splendid three story, high stoop, modern brown-stone HOUSE. Price \$15.09; \$10.000 can remain on mortgage.

Jong Island Real Estate for Sale.

FARM or COUNTRY SEAT for SALE at E. WENT 18LLP.—A property of about 100 acres, a large part in wood, good fair buildings, and three trout ponds, at West Isilp, is offered for sale for \$35,000; bounded by the South Side Rajirond on the merth, and the South Life turnplie on the south, and abbut 25 miles cast of Babyion Deep Inquire of HOMER MSNRIAN, No. 2 Pines 4. (1565)

Mestehester County Seal Estate for Sale.

IMPORTANT NOTICE.—JOHNSON & MILLLER'S SPECIAL TRAIN over the Hudson River Railroad to their
Great Sale at Hoscobel (Cruger's Station), will start from Hudson River
Depot at 10:15 o'clock, on the morning of the sale,
WEDNENDAY, OUT. 20,
and will stop at Tonker. Tarrytown, and Sing Sing. A person will be
in attendance until day of sale, at Cruger's Station, on the arrival of
each train, to show the property.
Theke's are now ready at the office of JOHNSON & MILLER, Auction1012, 25 Massau 26, 3, 5.

Mestebester County Beal Estate for Sale.

T NEW-ROCHELLE-For SALE, two COT-

400. Apply to 8. BONNETT. New Rochelle.

\$\frac{\text{\$5000 CASH}}{5000 E3,500 at 6 per cent each, will october 20—owners desire to go West: A newly-painted stylish house; lot 134 feet front main road, 4 mile from depot; green lawp, trees in front small bosse, barn, 20 acres, 3 of young fruit, two miles from court-house, level land, retired spot, Also, \$1,000 cash, \$\frac{\text{\$7,000}}{\text{\$400}} at 7 per cent, for house, 0 rooms, new large barn, 7 acres suitable for nursery, or track gardening, \$\frac{\text{\$4}}{\text{\$100}} miles from depot; the whole is marked into lot 40 by 150. Present owner must sell. Also, 25 acres rough land, old house, barn, \$25 miles from depot; \$3,000, all cash; \$\frac{\text{\$4}}{\text{\$100}} miles from White Piains, \$\frac{\text{\$4}}{\text{\$100}} miles from Genzico depot; four Farns, 60 of fruit-bearing, 1s complete order, houses, barn, granary, work-shop, \$4,000—a great bargain to one who can pay cash. Also, Lots on Broadway, Clinton-ave., Lexington-are, and on Marroneck Boad, sill within one mile of depot, from 30 feet by 150 to half acre each, from \$100\$ to \$400, according to size. One-half can remain on mortgage. Apply to CHAS, E. FOGG, White Plains, Harlem R.R., one hour from Twenty of CHAS, E. FOGG, White Plains, Harlem R.R., one hour from Twenty and the property of the state of the state of the control of the state of the control of the control of the state of the state of the state of the control of the state o

Ret Jersey Beal Estate for Sale.

A T ELIZABETH, N. J.—HOUSES, FARMS COUNTRY SEATS for SALE and EXCHANGE Lots finely located near depot; on easy terms. Money loaned for improving. BROOKFIELD, 81 Cedar-st.

A and PARMS, a great variety, beautifully situated, one hour from New-York, for SALE low. Also, Country Seats and Houses to LHT for the season or year, by BLACK WELL & SMITH, No. 243 Breadway, New-York, 9 to 11 a. m.: Orange, corner Main and Cone-sta, 3 to 6. ATTENTION!

ATTENTION!

All wanting Farm and Fruit Lands.

All BRICKSBURG, N. J.,

oalr 44 miles from N. York, on R. R. to Philadelphia, 15,000 acres for SALK. Soil good, climate miles, no fever and ague: price \$25 per acre and upward. For circulars address R. CAMPEELL, 153 Broadway, N. Y., or D. W. BRIGHAM, Bricksburg, N. J. NEWARK, N. J.—A very desirable

COUNTRY SEAT with six acres of Land on CLINTON-PLACE, in the Suburbs of Newark, will be SOLD at auction by A. D. MELLICK, JR., & BRO., SEE ANOTHER COLUMN FOR PARTICULARS.

PERMITS NOW READY. It will be necessary to examine the property before the sale, as the

DEPOT being established at MENLO PARK, on the N. J. R. R. and T. Co. (Philadelphia Road), makes it one of the choicest locations within 20 miles of the City Hail. LOTS 50 by 130 ft. are from \$200 to \$400 each, the greater portion of which can be paid in monthly installments of \$10. Full particulars, with tickets to right the property, can be had at the office of the MENLO PARK LAND COMPANY. Nos. 125 and 157 Broadway, Room No. 12.

A LL WANTING FARMS—Good soil, mild climate, 34 miles south of Philadelphia. Price only \$25 per acrs. Also, improved farms. Hundreds are settling. Information sent free. Address C. K. LANDIS, Vinciand, Now-Jersey. TO REAL ESTATE OPERATORS. FARM for SALE in the city of NEW-BRUNSWICK, N. J.,

Worth \$100,000, will be sold for \$50,000, on liberal terms, or exchanged FOR IMPROVED NEW-TORK OR BROOKLYN PROPERTY.

EDWARD S. VAIL and WARREN HARDENBURGH. AT PLAINFIELD, N. J.—Villas, Villa Sites,
Houses, Lots and Farms, from \$500 to \$30,000, beautifully situated: Country Seats and Houses to LET for the season or year; one bour
from New-York on N. J. C. R. B. Apply to BEONK & MARSH, Brown

CHANCE for SPECULATION .- 20 ACRES in FOR SALE, low-Montclair, Bloomfield, N. J.

D. MELLICK, jr., & BRO., 26 Pine st., N. Y. A D. MELLICK, Jr., & BRO., 26 Pine st., N. Y.

FOR SALE, at Plainfield, N. J., or will be exchanged for improved Brooklyn property, a FARM, containing 42 acres of excellent land, 24 miles south of the City of Plainfield, on the Rahnay Turupike; the land is beautifully situated; a good, convenient dwelling, large barn, and other out-building, all in excellent order; the farm is well stocked with fruit—apple, pears, peaches, grappes, and an abundance of small fruits in great variety. Apply to W. N. SEYMOUR & Co., Hardware, 4 Chatham-square. NO CITY in the Middle States has grown or

is growing so astonishingly as the CITY OF NEWARK. 130,000 people in a few years WILL INCREASE TO 200,000, and cover with houses the LOTS to be SOLD on the 19th inst. by

FOR SALE—A very desirable FARM of 20 acres, well planted with fruit; good buildings, fine lawn; one mile from depat, church, &c. Terms easy. Address Box 160, Burlington, New-Jersey. JENKINS & WAY, at NEW-BRUNSWICK, N. J., offices opposite R. R. Depot and at No. 49 Neilsen-st, have to SELL the following property: full description sent of desired:

A large and handsome COUNTRY RESIDENCE, the stables and other outbuildings all in complete order, situated on four neres of land within one mile of depot, which we will exchange for New-York City or Brook-lyn property.

Ira property.

Three PARMS in Monmouth County; three PARMS in Middlese NEWARK is the TENTH CITY IN THE UNION.

SOLD AT AUCTION on the 19th inst. are only half a mile from the city line and 150 FEET ABOVE BROAD-ST. Full particulars at the office of A. D. MELLICK, jr., & BRO., 26 Pine at

A HOME IN THE COUNTRY The Central N. J. Land Improvement Company offer for sale on the line of the Central Railroad of N. J., LOTS and HOUSEN at Bayona Centerville, Bergen Pelni, Ristabeth, Roselle, Fauwood, Plainfeld Dunsiles, &c. Apply to A. D. HOPE, 119 Liberty et.

Two nice places to let; apply as above.

THE LOTS TO BE

130,000 PEOPLE live in the

CITY OF NEWARK. The LOTS to be SOLD by A. D. MELLICK, JR., & BRO., will be, at no very distant day, in the MOST DESIRABLE PART

of the city. Country Beal Estate for Salo.

A PRACTICAL way to own a nice comfortable to. New HOUSES with 5.7.8. P and 10 rooms. One or more full Lots only \$250 to \$500 cash required; balance on terms to suit. Send for pumphlet with particulars to E. R. KELLOGG 3 Broadway. New York. TOR SALE for \$25,000—One of the finest IMPROVED PROPERTIES in Virginia, in London Co., on the line of the Alexandria and London and Hampshire Railroad, it miles from Leesburg and 13 from Harper's Ferry; haprovements are splendid; brick dwelling, 40 feet square; back bulling, 1922; good out-buildings, the erchard of choice fruits, beautiful yard and lawn, the garden; within a few hours of Washington City by rail. It is a first-class property, and no one can appreciate it without seeing it. W. H. HARDING, s. w. cor. Baltimore and South-sts., Room 3, up stairs, Baltimore, Md. Possession at once.

FOR SALE—FRUIT FARM, near Smyrns, Del.; \$40,000. Address, PEACH, Bresford, Del.

HUDSON RIVER, only 25 miles from N. Y.,
COUNTRINEAT, 15 acres, good land, beautiful sites, 500
feet river frost, new house, 12 rooms, modern improvements, farnished.
Also 2 COTTAGES; price for whole, \$30,000.

MANUFACTURERS, ATTENTION—A valuable PROPERTY, suitable for shirt-making or like, business can be purchased at a very low price. Consists of a fine dwelling and lawn, three stores and dwellings above, shop, barns, &c., all in good order, near a depot of the New Haven Railroad. Apply to Darien Real Estate Agency, F. H. HOYT, Darien Depot, Conn. VIRGINIA FARMS, MILLS, and MINES for SALE. Seed stamp for circular, RUGGLES & TALIAFERRO, Fredericksburg, Va.

WESTERN LANDS WANTED-One to five Must be offered cheap. Apply to JAMES CAMPBELL, 63 William st.

New York. 650 ACRES of WOOD LAND for SALE in Pike County, Peun. Apply to C. W. WARD, 79 Cedar-st.

Buction Sales of Beal Estate.

BOULEVARD LOTS.—A. J. BLEECKER, SON & Co. will sell at auction, on WEDNESDAY, Oct. 20, at 12 m., at the Richarge Salesroom, four LOTS, a.w. corner. Boulerard and One-hundred-and-dirst-st., each 252100. 5 feet above grade, free from rock and in a fine settled usighborhood; 70 per cent on mortgage. Maps at 77 Cedar-at.

Zuction Sales of Leul Estate.

J. BLEECKER, Auctioneer.

ROSS & Co.'S PRINT WORKS. ON THE DELAWARE RIVER, NEW-JERSEY, AT STOCKTON, ON THE CAMDEN AND ANBOY RAILROAD.

ON THE CAMDEN AND AMBOY RAILROAD.

A. J. BLEEKCRER, SON & Co. will sell at AUCTION on TURSDAT,
Oct. 19, 1889, at 1 p. m., on the premises, the Print Works belonging to
Ross & Co., 24 miles from Camden, N. J., embracing about five acree, a
two-story brick building. 80:100 having four first-class printing machines, run by steam; machines and blackmith-abops, pantograph-ross,
singe house, and all appurtenances belonging to a print works. Also,
five good dwelling Houses. The situation is unaurpassed, lying opposite
Port Bichmond, N. J., where coal can be always obtained at a lower
price than at most points. Being so near Philadelphia, the cost of delivering dyewoods, liquors, &c., is rery little, and the same advantage us
obtained as regards freight on goods to and from the markets of NewYork and Philadelphia. The machinery for printing can readily be disposed of and the factory statified to any other perpose. The property is
new and in good repair. Maps at 37 Cediratt, New Tork.

O. H. Firmson, Anctioners.

BY A. D. MELLICK, Jr., & BRO., Auctioneers and Dealers in New-Jersey Real Estate, No. 26 Pince st., N. 7.

IMPORTANT SALE 200 VILLA PLOTS

CLINTON-PLACE, NEWARK, N. J., By order of JAMES DEMAREST, esq.

ON TUESDAY, OCT. 19, AT 12 M.

The situation of this property is among the finest in the vicinity of Newark, being on Clinton-place, within seven minutes' walk of Clinton-ave., on which run the Irrington horse cars, and only two miles from the Railroad Station in Newark. The Peapack Railroad will have a station very near this property, which must tend to very such chance its value. Very heautiful and extensive views, extending from the Orange Mean-state of Local Island.

Very heautiful and extensive views, extending from the Orange Meuntains to Long Island.

There will also be sold on the same day the HANDSOME AND ATTRACTIVE RESIDENCE OF JAS. DEMARKST, esq., situated as above, and being one of the most desirable country seals in the ricentry. Large double house, 20 rooms, with all the improvements; grounds comprise six acres, beautifully shaded and improved, coach house, it ble, gardener's house, &c. &c.

Permits to view the house now ready; must be seen before the sale, as it will be positively closed on that day.

Special train by Newark and New-York Hallroad, from foot of Liberts-sta, at 11 a. m. Excursion cars by the Irvington Horse Railread will leave Broads. Station on the arrival of the trial.

Por railroad passes, maps, and foll particulars, apply at the office of

BY A. D. MELLICK, JR., & BRO., Auctioneers and Dealers in New Jersey Real Estate, 26 Pine-st., N. Y. WEDNESDAY, Oct. 20, 1609, at 12:30 p. m., on the premises. POSITIVE SALE, WITHOUT RESERVE, OF

150 MAGNIFICENT VILLA SITES AT

MADISON, N. J.

Arrival of the train.

Free passes, maps, and full particulars, four days before the sale, at the office of

A. D. MELLICK, Jr., & BRO., 25 Pinest, N. Y.

BY A. D. MELLICK, jr., & BRO., 26 Pine-st., THURSDAY, Oct. 21, 1869. CLOSING-OUT SALE. 100 VILLA SITES,

CITY OF PLAINFIELD, N. J., South side, 60 minutes from New-York, situated on PEMBERTON, CENTRAL, LANE, AND FIELD-AVES., and being a part of the W. B. T. LANE HOMESTRAD, will be sold at

and being a part of the W. B. T. LANE BURENS and theing a part of the W. B. T. LANE BURENS and the surface of t NO ROWDIES CAN LIVE IN PLAINFIELD.

Terms of sale easy.
For further particulars and free tickets, &c., inquire of
A. D. MELLick, br., & BRO., 26 Pinest,
Or, D. C. HYDE, 6 Pinest. BY A. D. MELLICK, ir., & BRO., Auctioneers and Dealers in New Jersey Real Estate, 26 Pine at TUESDAY, Oct. 26, at 12:50 p. m., on the premises.

MORRISTOWN, N. J., and the best improved of any ever solid at anction on the line of the Morris and Easer Resiroad. The situation is most beautiful, COMMANDING ONE OF THE LOVELIEST VIEWS IN NEW-JERSEY, embracing the picturesque valley in which the town of MORRISTOWN is located. FORT NONESENSE beyond, and in the immediate fore-

CHARMING POCAHONTAS LAKE. CHARMING POCAHONTAS LARK.

The property has been divided into villa piots of from one-fourth of an acre to three acres and will be positively sold to the highest bidder. A large amount of money has been expended in FUTING THE FROPENTY IN A FINE CONDITION, the streets being as handsomely graded as if done by the Boulerard Commissioners. The neighborhood is unexceptional, sijoising the elegant residence of the late E. BOONAN GRAYES, geaq., and of W. C. EMMET, jr., eeq.

Full particulars at the office of A. D. MELLICK, jr., & BRO.

ALDRIDGE & WOOD, Anctioneers.

PANKRUPT SALE of 17 LOTS and WATER FRONT and DOCK on the Hackensack River, foot of West St. Paul's ave., Hadson City, will be sold by order of the Assigner. 6th MONDAY, Oct. 18, 1869, at 3 o'clock p. m., 'on the premises; also, the BOOK ACCOUNTS of WALLACK & Co., Bankrupta. By order of HAMILTON WALLIS, Assignee. THE GREAT SALE OF THE SEASON.

JAMES M. MILLER,

THURSDAY, OCTOBER 21, 1969, at 12 m.,

WILL SELL ON THE PREMISES. WITHOUT RESERVE

THREE HUNDRED PLOTS of GROUND,

1800 CITY LOTS.

OLOFF PARK,

ADJOINING

JEROME PARK

n the north. This property has been a part of the Van Cortland estate tifully wooded, and afford extensive views. Oioff Park is baif a mile from the City of New-York, three-quarters of a mile from steamber landing on Harlem River, one mile from Pordham, one mile from Wil Hamsbridge, less than a quarter of a mile from Central are. Application has been made by the New-York and Boston Railroad, which will probebly be built and running in one year, for right of way through the north-west corner of Oloff Park, where it is proposed to erect a station. The Park is in the heart of the district, under the jurisdiction of the Central The plots contain from one to forty city lots, and will be sold by the

A special train will leave the Harlem depot, corner Fourth-ave. and Twesty-sixth-st, at 11 a. m. on the day of sale for the grounds, where a collation will be provided. For tickets, maps, and further information,

LORILLARD ESTATE.

Peremptory Sale of 3,300 Lots, FORDHAM PARK,

A. J. BLEECKER, SON & CO.

Will sell at PUBLIC AUCTION, on the premises, the direction of PHILO T. RUGGLES, Referee, on the 16th day of OCTOBER, 1869, at 13 o'clock at noon.

350 ACRES OF LAND the country seat of the late PETER LORILLARD. This magnificent property has recently been topographically surveyed and laid out by Ges. B. Utile, formerly Chief Engineer of the Central Park, and will be offered to the public in Lots and Villa sites of convenient size.

The manulou of the late owner, a graphe afrecture containing thirty rooms, with stone stables, green-house, conservatories, graperies, gas-house, and garden, with the sold with about thirty acres of land, forming a complete and elegant country restuence. There is also upon the premises a value water-power, which will no sold with the mills and mill sites.

The property will be sold subject to restrictions against nulsances.

Eighty per cent of the purchase money may remain on mortgage for a term of years.

A. J. BLEECKER, SON & Co., 77 Cedar-st.; PHILO T. RUGGLES, 39 Wall-st.; or G. TILLOTSON, 46 Exchange-place.